

went in answer to "one from Sir Claude Macdonald, Irtan: "The British Minister would be glad to be in a position to communicate to His Majesty's Government a definite assurance that China would never alienate any territory in the provinces adjoining the Yangtze to any other Power." "To any other Power" would naturally lead one to suppose that meant to any other Power but Great Britain, and that we were the Power to have such sphere of influence, but when I questioned Sir Claude Macdonald, he said that the provinces adjoining the Yangtze are included in the other Powers. So as matters are we have not got one single spot in China which belongs to us as a "sphere of influence," although the people at home think they have, barring the lease of Weihai-wei, and the addition to Hongkong at Mass Bay. What is the position of other countries? I think we may say, without exaggeration, Russia has got a very extensive sphere of influence; I think we may say Germany has; but the Great British nation, with 68 per cent. of the whole trade in its hands, has no sphere of influence, and a far as the North is concerned, we have no sphere of influence at all. The position we are to remain in? I think not. (Loud cheer.) There is no doubt, to my mind, what Russia has in her mind, and I again say she is quite right if she can do it—she has in her mind that her sphere of influence will shortly extend to Peking. On the other hand the French sphere of influence comes in under a term which I could never understand called the *Interland*, and the *Interland* in the South happens to border on H.-Kongkong. How that will do I do not know—Well, rather or not. (Loud cheer.) You are members on both sides, and France are very much attached to *Interland*. (Laughter.) They took a very large amount of *Interland* in Africa, and, as far as I can make out, the *Interland*, as applied to Africa certainly means the whole country except the port. (Laughter.) I referred just now to the position of the Chinese government, and, so far as we can see at present it is absolutely powerless to control the people. I am not one of those who think they know everything about China because I am here from Saturday to Monday (laughter), but I have formed an opinion of the people and I am based on what the members on both sides have told me. The word of the Chinese trade is a *band* and from what I am told I believe there is a great deal of good in China. Then as to their being fighting men, I need only refer to Iroquois General Tso, Admiral Ting, and the Hongkong coolies who showed what they could do on the scaling ladder at Taku. You must not judge them by the Japanese war. Men have told me that they saw coolies being given guns and rifles of every continental pattern, with any kind of ammunition from muzzle-loading to pistol. What would you do under the circumstances? I myself should beat a hasty retreat to the rear. (Laughter.) I am as certain as I stand here that the men were only regularly paid properly fed and clothed, they would follow Europeans just the same as we have seen in Egypt and elsewhere. (Applause.) As to the mandarins, I do not think any language could be too strong to apply to their system. But I want to know what I should do if I were ordered to govern fifty million people, keep them contented, and look after them in every way, belong to that I am to get no salary, but that I have to pay an enormous sum for being appointed to office. How long would I do anything else but govern? But I believe I should pay the mandarins proper salaries and let them occupy their places as long as they governed properly, with perhaps an odd threat that if they did not their heads would come off, I believe you would have a very good government in this country. My view of the future is that we should induce the Chinese government to allow British officers to reorganise their army. I believe if their army were properly organised it would be an ample security for the prosperity of the country and a benefit to all nations. (Applause.) Now as to the action of the Government at home, I can say that I do not believe such a thing as the *Kow-Wang* case could have happened to the American or German flag without that case being settled long ago. That case should have been settled a long time ago, and I shall make that case particularly my own when I get home, and try and see why it is not settled. Then there is a case of a pilot cutter that was run down by a steamer. The steamer was so palpably in the wrong that I cannot understand why the case was given against the cutter. That is a case which should be probed to the bottom, and to believe the steamer could have done it. Then there is the case of the Bank of China and Japan in which certain shareholders, I believe they were Chinese, agreed not only to the articles of association but signed a separate agreement to be bound in any dispute by English law. I am afraid I am detaining you a long time. ("No.") and I have continually been told that our policy has broken down. I, however, respectfully disagree with that. We have had no policy to break down. (Hear, hear.) What we want is a definite policy which we and other nations may follow. You must remember that we are a defeat after every effort made in this course is more than it does in other countries because in the East we live undoubtedly by prestige, and our prestige has suffered to an alarming extent if it has not gone altogether. I think you will agree with me that our efforts should be to restore that prestige. One more point, I hope I have not been misunderstood in anything I have said as thinking that we should mark any more of the charted; but we can assist the Chinese to get their home into order, to have an army properly equipped and trained and protecting the frontiers. I believe that the first things our government should do is to endeavour to get a commercial alliance between our country, Germany, America, and Japan. (Applause.) The foundation and object of such an alliance would be fair trade and no favour; would be the integrity of China as it is, and would be the open door trade policy for all nations. With that, and an adequate army for police purposes, I believe this country would go on and prosper. Certainly, we are not at the moment in a position to believe that we shall have to fight, in which case we shall fight at a disadvantage and then not be able to recover what we had lost. This is my firm conviction. I am obliged to you, gentlemen, for having listened to my remarks. My concluding words are these, that I believe the time for action has come. There is no necessity for war, for peace is our greatest interest, but as sure as we go on drifting we shall come to war. If we do take this question in hand together with those nations I've mentioned I believe we will be no war, but we prosper, and our trade and the country will be amply secured in the future. (Loud cheer, during which Lord Charles resumed his seat.)

The speech of the noble admiral was enthusiastically received and frequently interrupted with cheer.

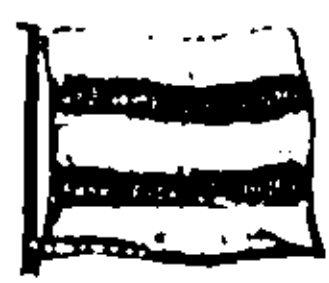
Then followed the customary toasts—"Our Guests" proposed by Mr. G. J. Morrison—"The China Association" by the Chairman who in conclusion moved the following resolution which was carried by a large majority and with acclamation:—"That this China Association views with the greatest concern the apparent apathy, indifference, and lack of knowledge displayed by our Home Government as to the true state of affairs in China, and as to the positions of advantage which are

modation to Residents and Travellers.
Passenger Elevator, from Entrance Hall
each Floor, in charge of experienced Attendants.
Favourable Arrangements made for Families
and for Monthly or Extended Periods.
BILLIARDS.
P. NOHE,
Proprietor & Manager.
HONGKONG, 244, ARTHUR ST., 1896.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOKIO MARU	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 28th November, at 4 P.M.
KAGOSHIMA MARU	BOMBAY VIA SINGAPORE and	TUESDAY, 29th November, at Noon.
YAMAGUCHI MARU	SEATTLE (WASH. U.S.A.) VIA KOBE, YOKOHAMA and VICTORIA, B.C.	THURSDAY, 1st December, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 23rd November, 1898.

STANDARD OIL COMPANY

OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT.

Have in Stock and are now offering for Sale a full line of CYLINDER, ENGINE, MACHINE AND SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,
Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

CONTRACTORS

CONSTRUCTING AND REPAIRING

RAILWAYS AND TRAMWAYS, PLANT AND ROLLING STOCK, CARRIAGES AND WAGGONS, AND ALL KINDS OF

AND AXLES COMBINED, PERMANENT BRIDGES FOR RAILWAYS, PERMANENT AND PORTABLE (PORTABLE TABLES) BRIDGES, HANDS, GIRDERS, AND METALLIC FRAMES, STEAM LOCOMOTIVES, AND ALL KINDS OF

BOILERS AND STEAM ENGINE DRIVERS.

Head Office: 15, Avenue Hallegue, Paris.

Apply to Messrs. DODWELL, CARROLL & Co., Hongkong, 15, Praya Central.

TEETHING BABIES

need time for the teeth. All children need time for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough time. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. Is dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, secures, purifies, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the detriment of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c., it possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

SERRAVALLO'S

FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OR

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and its same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON & Co.

Hongkong, 1st September, 1896.

Relieves the scaling and itching of the scalp and cures all discharges from the genito-urinary organs in either sex in 48 HOURS.

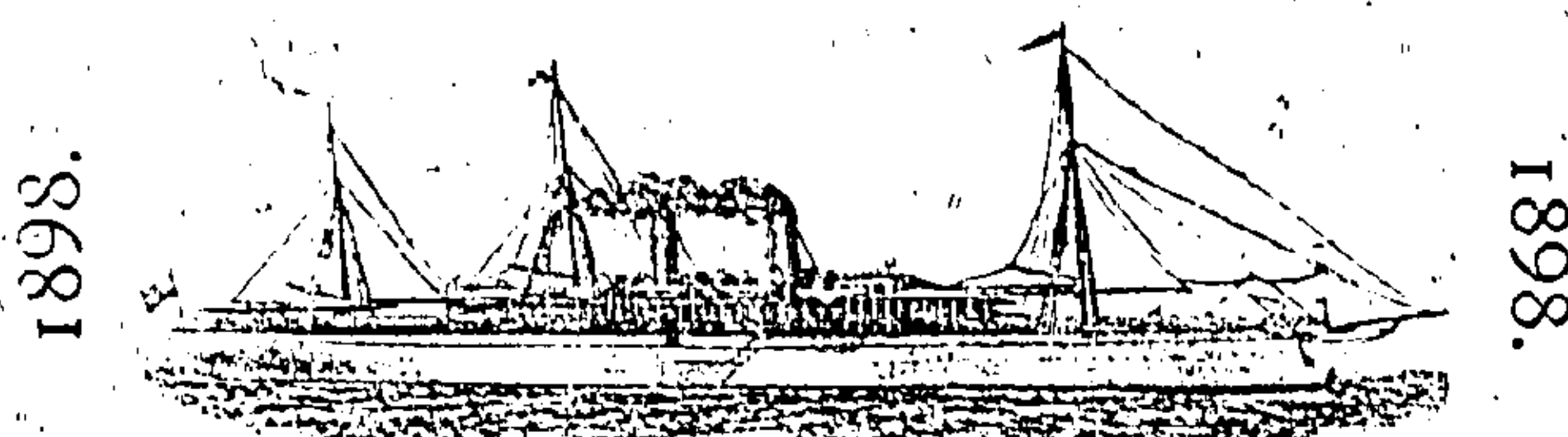
Unlike the sandal oil of the Bazar, it is superior to Copaiba, Cubebs, or Injections, and causes no inconveniences.

Beware of imitations. Each tiny Capsule bears the name SANTAL MIDY.

8, RUE VIVIER, PARIS.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Two Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 21st Dec., 1898.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 18th Jan., 1899.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

THE magnificent Two-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to:

D. E. BROWN, General Agent, Piddar's Street.

Hongkong, 24th November, 1898.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 15th Dec., 1898.

AMERICAN MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th Jan., 1899.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., 1899.

THE Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 15th December, 1898, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd November, 1898.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.

Hongkong, 2nd November, 1898.

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Hongkong, 2nd November, 1898.

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

HAMBURG AMERICA LINE.

(East Atlantic Service.)



(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA	HARVE AND HAMBURG	About 1st December. Freight and Passage.
*KONIGSBERG	HAVRE AND HAMBURG	About 14th December. Freight and Passage.
BAMBERG	HAVRE AND HAMBURG	About 21st December. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 1st November, 1898.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 30th Nov., at Daylight.

City of Rangoon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd Dec., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st Jan., at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 30th instant, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 18th November, 1898.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King ... 3,379 ... Thursday, Dec. 15

Caroline ... 3,023 ... Jan. 14

Carmarthenshire ... 2,999 ... Feb. 15

AT NOON.

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 15th December, at NOON.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 8th November, 1898.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern ... Wednesday 7th Dec.

Prins Heinrich ... Wednesday 4th Jan.

Prussia ... Wednesday 1st Feb.

Sachsen ... Wednesday 1st March.

ON WEDNESDAY, the 7th day of Dec., 1898, at 9 A.M., the Company's Steamship "BAVERN," Captain E. Prehn, with MALES, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 6th December. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 6th Dec., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 6th Dec. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 9th November, 1898.

11333

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 8th Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 5th Jan., 1899, at Noon.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 31st Jan., 1899, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 8th December, at Noon.

Steamers of this line pass through the INLAND SEA OF J